

New York Congressional District 17

- Of the 1,022 bridges in the counties of this district, 99, or 9.7 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 84 bridges classified as structurally deficient in 2020.
- Repairs are needed on 1,021 bridges in the district, which will cost an estimated \$8.2 billion.
- This compares to 1,015 bridges that needed work in 2020.
- There currently are now projects in the District that use IIJA formula bridge funds.

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Compared to 13 in 2023
 in the nation in % of
 structurally deficient
 bridges

1. Iowa	19.0%
10. North Dakota	11.0%
11. New York	9.0%
12. Illinois	9.0%

6

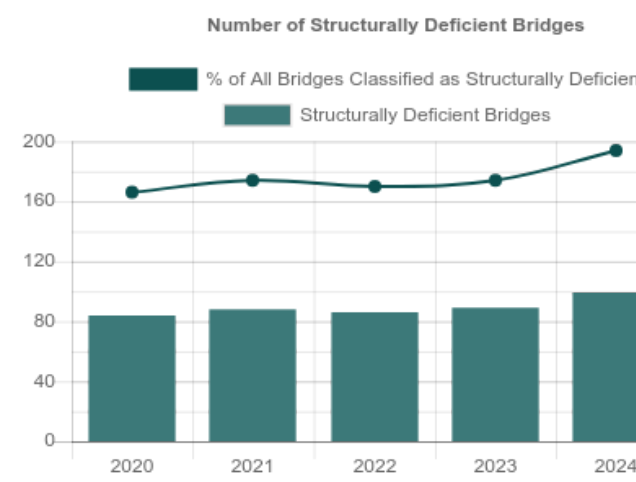
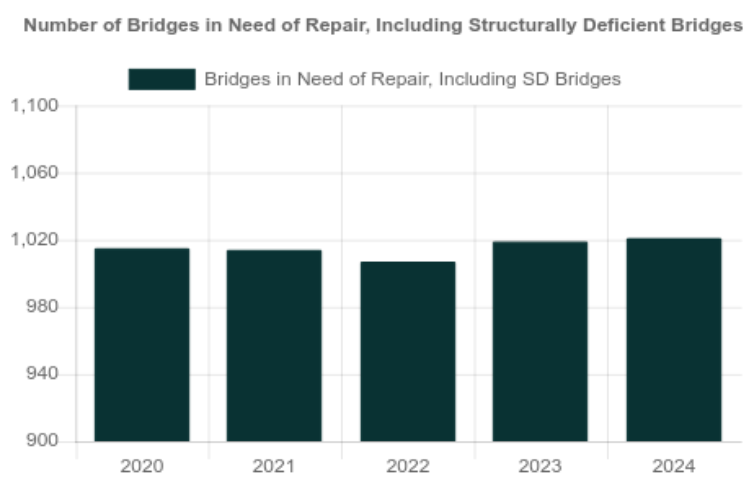
Compared to 7 in 2023
 in the nation in # of
 structurally deficient
 bridges

1. Iowa	4,544
5. Oklahoma	1,764
6. New York	1,664
7. California	1,527

3

Compared to 5 in 2023
 in the nation in % of structurally
 deficient bridge deck area

1. Rhode Island	14.0%
2. West Virginia	13.0%
3. New York	12.0%
4. Puerto Rico	12.0%



Top Most Traveled Structurally Deficient Bridges in New York

County	Year Built	Daily Crossings	Type of Bridge	Location
Westchester	1983	143,278	Urban freeway/expressway	Rte 907K over 907G X, Mc Questen Avenu
Rockland	1954	110,239	Urban Interstate	Rte I87 over Rte 59, NJ Transit RR
Rockland	1953	107,699	Urban Interstate	Rte I87 over Route 59, Rte 59
Rockland	1953	107,699	Urban Interstate	Rte I87 over Rte 303
Westchester	1955	107,326	Urban Interstate	Rte I95 over Rte 1
Westchester	1960	99,110	Urban Interstate	Rte I287 over Rte 1A
Rockland	1953	89,004	Urban Interstate	Rte I87 over Rte 45
Rockland	1954	89,004	Urban Interstate	Rte I87 over Saddle Rv Rd
Rockland	1953	81,424	Urban Interstate	Rte I87 over 202, Rte 202, Washington
Rockland	1955	73,380	Urban Interstate	Rte I87 over Ramapo River
Westchester	1940	67,953	Urban freeway/expressway	Rte 987D over 907K, Ramp to Smrp, Rte
Westchester	1972	63,160	Urban Interstate	Rte I684 over Muscoot Reservoir Outlet
Westchester	1964	56,221	Urban freeway/expressway	Rte 987G over Rte 129
Westchester	1954	49,896	Urban freeway/expressway	Rte 907K over 1 X, 87Ix, Rte I87, Rt
Westchester	1928	43,830	Urban other principal arterial	Rte 9A over Pocantico River
Westchester	1927	43,153	Urban freeway/expressway	Rte 987D over Saw Mill River
Westchester	1972	42,029	Urban freeway/expressway	Rte 987F over Rte 987G
Rockland	1954	36,690	Urban Interstate	Rte I87 over Rte 59, NJ Transit RR
Westchester	1974	34,224	Urban other principal arterial	Rte 983 over pedestrian walkway, Nepp
Westchester	1971	30,516	Urban freeway/expressway	Rte 987D over Lockwood Avenue
Westchester	1957	30,516	Urban freeway/expressway	Rte 987D over Saw Mill River, Ex-Nycrr
Westchester	1934	29,010	Urban freeway/expressway	Rte 987D over Rte 119
Rockland	1956	27,602	Urban freeway/expressway	Rte 982 over Cr-41
Westchester	1958	26,325	Urban freeway/expressway	Rte 907G over 987F 987F870110, Rte 9
Westchester	1959	23,703	Urban other principal arterial	Rte 1 over 287I287I87011104, Rte I2

Bridge Inventory: New York

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	0	0	0	0	0	0
Rural arterial	0	0	0	0	0	0
Rural minor arterial	0	0	0	0	0	0
Rural major collector	0	0	0	0	0	0
Rural minor collector	0	0	0	0	0	0
Rural local road	2	699	1,240	0	0	0
Urban Interstate	139	504,380	7,235,749	16	35,973	1,001,277
Urban freeway/expressway	236	168,246	7,790,506	14	16,311	558,706
Urban other principal arterial	158	104,039	2,516,092	12	8,898	229,891
Urban minor arterial	212	113,547	1,555,839	15	7,791	112,444
Urban collector	103	48,420	466,749	13	9,536	54,024
Urban local road	172	60,265	358,543	29	12,143	68,171
Total	1,022	999,595	19,924,718	99	90,652	2,024,513

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	0	\$0	0	0
Widening & rehabilitation	1,021	\$8,216	19,910,118	999,057
Rehabilitation	0	\$0	0	0
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	0	\$0	0	0
Total	1,021	\$8,216	19,910,118	999,057

About the data:

Data includes information for the following area(s): Rockland County, Westchester County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered “poor” condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.